

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,233 號叁十叁百貳千壹萬壹第 日叁十初月柒年六十二緒光 HONGKONG, TUESDAY, AUGUST 7TH, 1900. 式拜禮 號柒月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

## IN HOT CLIMATES

DRINK

## RAINIER BEER.

IT BENEFITS THE STOMACH,  
KIDNEYS AND LIVER.

SOLE IMPORTERS—

**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED 1841.

[1632]

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

## LANE, CRAWFORD & CO.

NAPIER JOHNSTONE'S

## SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month  
by month. It is of Superb Quality and  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

## JOHN WALKER & SONS'

FAMOUS  
KILMARNOCK WHISKY.

This World-renowned.

Fine OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897.

## CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong.

## HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 8.45 p.m. Every ten minutes

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SONS,  
General Managers.

Hongkong, 1st May 1899.

## WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS, JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHS,

AND

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen

of this Colony that we commenced Business on

the 11th April, 1900, and we solicit their kind

patronage.

Nos. 1 & 3, D'ARQUILL STREET,  
Behind Hongkong Dispensary.

Hongkong, 5th April, 1900.

## BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. 1215

## FOR BATHING PARTIES.



Telephone 75.

CHERRY WHISKY  
CHERRY BRANDY  
BLACKBERRY BRANDY

Only the Best Brands kept in  
stock.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

## COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
SILK or INDIA GAUZE),  
AND  
WHITE CANVAS BOOTS and SHOES, &c., &c.

## FRENCH ISIGNY BUTTER.

## FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... .. \$0.80

" " 2 " " " " " " " " \$1.55

## LANE, CRAWFORD & CO.

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PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

## SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

## ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

## THE ELITE OF WHISKY:—

### THE "PAIL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

## C. P. & Co.'s OWN SPECIAL

### BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mixture.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## C. P. & Co.'s INVALIDS' PORT,

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassal.

### DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

### AMOROSO SHERRY,

\$20 PER DOZ.

### LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

## BENEDICTINE LIQUEUR—

D.O.M.,

\$30.75 PER DOZ.

## SUMMER DRINKS.

### WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND

REFRESHING BEVERAGE.

RASPBERRY.

BLACKBERRY.

LEMON.

PEACH.

PINEAPPLE.

BANANA.

STRAWBERRY.

LEMON SQUASH.

ORANGE.

CHERRY &c. &c.

MANUFACTURED ONLY BY

## WATKINS, LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS,

68, QUEEN'S ROAD CENTRAL, HONGKONG.

## BLATZ.

## THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... .. \$25.00

SOLE AGENTS—

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

## MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS.

FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

**J. M. DE ZUNIGA,**

Entrance: ICE HOUSE STREET (Victoria Hotel)

## THE VICTORIA DISPENSARY,

HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

## ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

## ROBINSON PIANO CO., LD.

1447

## AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR AND ON ACCOUNT OF THE CONCERNED,

TO-MORROW (WEDNESDAY),

the 8th August, 1900, at 3 p.m., at their

Sales Rooms, Ice House Street,

Robinson Road.

THE FOLLOWING

VALUABLE HOUSEHOLD PROPERTY.

One 5-ROOMED BUNGALOW and 4

SEMI-DETACHED HOUSES, situate on

the Remaining Portion of Inland Lot No.

706 and known as "ELLIOT CRESCENT,"

Robinson Road.

The Property is held from the Crown for the

residue of the term of 999 years.

Proportion of Crown Rent \$74.60 per annum.

Terms of the Sale and full particulars can be

had on application to the undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd August, 1900.

## NOTICES OF FIRMS

### NOTICE.

WE have authorized Mr. ALBRECHT

WILHELM SCHELLHASS to

Sign our Firm per PROCURATION.

MELCHERS & CO.,

Hongkong and China.

1st August, 1900.

### NOTICE.

WE have This Day ESTABLISHED

ourselves in Business, under the Firm

Name of SPOONER & WILSON,

as GENERAL PASSENGER BROKERS and

COMMISSION AGENTS.

J. J. SPOONER.

H. WILSON.

Address: Koon Sun Hong,

34, WING ON LANE,

Hongkong.

1982

CLERK & INTERPRETER WANTED.

able to Write and Translate Chinese and

English. Apply by letter, stating experience

and terms, to care of KELLY & WALSH,

LIMITED.

Hongkong, 4th August, 1900.

2144

A YOUNG ENGLISH LADY desires a

situation as daily GOVERNESS to one

or more children. Music if desired.

For further particulars, apply to—

A. R. D.,

Care of Daily Press Office.

Hongkong, 4th August, 1900.

2145

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-

visions for Cold Storage at EAST POINT at

Moderate Rates.

WM. PARLANE,

Manager.

Hongkong, 17th February, 1899.

## AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed

AGENTS, and are prepared to accept

orders for a variety of designs.

Particulars on application to—

WOODS & CO.,

4, Queen's Road Central

Hongkong, 17th April, 1900.

## FOR SALE.

## CHAS. HEIDSIECK'S

CHAMPAGNE, 1893 WHITE SEAL

\$38.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen pints.

E. D. KRESSMANN & CO.'S

RED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT & CO.'S

BOTTLED BY

SIEMSEN & CO.

Hongkong, 5th May, 1899.

40

## GREEN ISLAND CEMENT COMPANY

### PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs. " " "

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 2nd July, 1900.

1696

## VICTORIA

### CYCLE

### EMPORIUM.

THE pleasure of cycling consists in having

a first class Machine, and the above Es-

tablishment is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLE" CYCLES,

and we also supply fitting of every description.

Repairs executed with promptitude and skill.

Enamelling a specialty.

MCKIRDY & CO.,

43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.</

## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

## CLARETS.

Per Case	Per Case	Per Case
12 Bts.	12 Bts.	12 Bts.
ST. ESTEPHE, Red Capsule .....	8 6/96	8 7/96
ST. JULIEN, Red Capsule .....	9.00	9.60
LA ROSE, Red Capsule .....	12.96	13.92
CHATEAU HAUT-BRION LAB.		
RIVET .....	18.60	19.20
CHATEAU MOUTON D'ARMAIL.		
HACQ. ....	21.00	22.20
CHATEAU PONTET CANET .....	25.00	
CHATEAU LA TOUR CARNET .....	30.00	
CHATEAU RAUZAN .....	42.00	
CHATEAU LAFITE .....	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON &amp; CO., LIMITED.

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## The Daily Press.

HONGKONG, August 7th, 1900

As will be seen, by our telegram published in another column, it is not expected that the advance on Peking will prove an easy walk-over, or even that it will be as readily accomplished as was the march of Sir Horace Grant and Baron Pallikao in the last Chinese War. Although Tientsin City has been stormed and captured, and the Chinese troops beaten back with heavy losses, they have returned, like the flies, in apparently undiminished numbers and again surround the City and settlements. They muster in strong force outside, and they will no doubt make determined efforts to resist the advance of the Allied Army. It is to be hoped that the Allies have not made the mistake of underestimating the foe. It must not be forgotten that the latter have the whole country for their base, and that whatever losses they sustain can be made good immediately, whereas the Allies will grow weaker as they advance, and after every engagement will be more and more hampered with the care of the wounded. The Chinese have unlimited resources in men, and, thanks to the eagerness with which their wants in this direction have been supplied by European makers, they possess an ample stock of the most approved modern arms. Their weakness will be first in want of discipline, secondly in want of care in handling their weapons, and, thirdly, in the unintelligent use thereof. But as a set off to these drawbacks and the paucity of skilled leaders, must be placed their extreme mobility and the utter indifference shown by their Government to the annihilation of whole battalions. In China above all other countries, human life is held cheaply, and a victory would be lightly bought that cost almost any number of peasants. The difficulties of the march to the capital are therefore not exaggerated when they are described as serious. To overcome them successfully without too great a sacrifice of life, will task our own resources and the ability of our commanders to the utmost. It is sincerely to be hoped that they will neither be drawn into traps

such as the Boers laid for us in South Africa nor commence the march with too small a force.

There is some little danger, moreover, of the British and foreign authorities over-estimating the influence of the Chinese officials in the southern provinces and reckoning too much on their friendly feeling and good offices. So far the Yangtze Viceroy has shown an apparently friendly and sensible demeanour. They have been obviously correct, and very probably they are in reality sincerely anxious to avert a quarrel with the Treaty Powers and equally as desirous of maintaining peace in their provinces. But it will not do to trust too far to this apparent goodwill and evident desire to avoid a quarrel. The time may come when these officials will no longer be able to maintain the correct and neutral attitude they have hitherto presented. It is reported, and this doubtless from a Chinese source, that the Viceroy CHANG CHIH-TUNG, LIU KUNG-YI, and LI HUNG-CHANG and the Tactai SHENG are even now expecting to receive an Imperial Decree degrading them and removing them from office. If it is also said that two ministers of the Tsung-li Yamen known to have foreign predilections have been de-capitalized; if this be true, it is certainly alarming; if it is not correct, it is put into currency with a most sinister design. The true policy of the Treaty Powers is to trust no Chinese officials until they have been so far proved that they are at open and irreconcilable variance with the Peking authorities, whoever the latter may now be. So far the Southern Viceroy has had a comparatively easy part to play. They have, it is true, been sitting on the fence, which is not ordinarily an easy or comfortable position to take up, but they have had obvious excuses for it on both sides; for they could no-doubt assure the Throne (or Prince Tuan?) that they had been keeping the foreign devils in check—and perhaps (who knows?) fooling them with concocted telegrams concerning many matters, notably the situation in Peking; and, on the other hand, they could, with apparent sincerity, tell the Foreign Consuls that they had been obliged to use great tact and moderation in order to restrain the turbulent and anti-foreign elements within their jurisdiction. What could be more plausible, especially joined to the irreproachable demeanour they have hitherto preserved? But we hope, none the less, that too much trust will not be reposed in these high dignitaries. Up to a point they mean well by us, no doubt, because they recognise the mad folly of the Peking Government rushing blindly into a war with the whole Western world. Events may happen, however, that may shake their decision to stand neutral. They may be drawn into the conflict against their judgment, and even against their inclinations. As for LI HUNG-CHANG and his apt pupil and protégé SHENG Tsoai, they are not to be trusted for an hour. They will serve the Imperial Government, no matter of whom it consists, if they can do so safely. They will endeavour to accomplish this by first attempting to win the confidence of some of the Powers and then, by covert promises, seeking to destroy the accord that exists and bring about a hopeless breach among them. It is not improbable that the authors of this war calculated upon the apparent estrangement existing between Great Britain and some of the Continental Powers to prevent any united action, or at any rate to enable them eventually to cause a breach among the principal Powers. However this may be, it is morally certain that this is the role which it was intended the veteran LI HUNG-CHANG should play, and which he will no doubt gladly accept should opportunity offer. As for SHENG, he has already been made eminently useful. As Director-General of the Telegraph Administration, he has given such news or rumours to the world as has served the purpose of the Peking Government, as is proved by the fact that never yet has he permitted a direct message from one of the Foreign Ministers now supposed to be interned in the Imperial City to his Government or his chief subordinate in the Consular service. Mystery still encompasses Peking like a cloud, and this will only be dissipated, we fear, when the relieving army under General GASELER and FUKUSHIMA forces its way into the capital.

With regard to the Fund started in our columns, at the suggestion of Mrs. Scott, the wife of Bishop Scott, of Peking, on behalf of the relatives of sailors and soldiers killed during the fighting in China, and for the assistance of those incapacitated from further duty, we may state that as soon as a sufficient sum is subscribed it will be forwarded to the proper authorities for distribution. Those authorities may be the Senior officers in North China, or a committee at home, if one be formed, and it is conceivable that public sympathy at home will necessitate the appointment of such a committee. The public that gave so largely to the South African Fund, we feel sure, will not hesitate to contribute on this occasion. Subscriptions have not flowed in so generously as they

might have done, but this apparent apathy may be accounted for by the fact, which incidentally we learn, that a similar Fund was already in existence. We have not seen any public statement to this effect, which might well have been forthcoming when our correspondent's suggestion was acted upon, but we readily welcome it, and we shall be pleased to be placed in a position to state publicly more about it. We are told that a certain balance, a pretty considerable sum, exists from a fund started during the last China War, and this money has since been idle beyond accumulating interest. It was recently suggested that this balance should be handed over to the South African Fund, but it was decided otherwise. We are unfortunately not in a position to state how much the old Fund amounts to, nor do we know the person responsible for the administration of the same. No doubt, now that the existence of this Fund is made known, more definite information will be forthcoming. But we feel convinced that the old Fund will not be sufficient to meet the probable demands upon it, and consequently it will require supplementing. This may be done by the public contributing to the new Fund started at the suggestion of Mrs. Scott.

Yesterday being Bank Holiday, we went to press earlier than usual. Any late telegrams will be published this morning as an Extra.

Our telegram which appears in this morning's issue, dated Shanghai, 5th August, was delayed in transmission owing to a heavy thunderstorm on Sunday night, which interrupted telegraphic communication between Shanghai and Wosung.

While riding on the Polo Ground, Causeway Bay, on Saturday afternoon, an employé of the Hongkong and Shanghai Bank was thrown from his horse, which shied, and was bruised about the face. Fortunately none of his injuries were serious.

On Sunday morning a workman was engaged in the demolition of the house known as "Belmont," in Lower Richmond Road, when a portion of the verandah fell upon him and caused serious injuries. The man was taken to the Tung Wah Hospital, where he died a few hours afterwards.

Yesterday morning a lakong appeared at the Central Police Station and produced a bundle of notes, valued at \$1,000, which he said he had picked up in Queen's Road Central. A China man engaged a riksha, and as he drove away he dropped something. The lakong picked it up and found the notes. The Chinaman had by this time got out of sight.

A Japanese vernacular paper says it is reported that Russia has made a certain suggestion regarding Korea to the Japanese Government and the Japanese cabinet has held a series of meetings related thereto. Marquis Yamagata was received in audience by the Emperor on the 28th ult. and is reported to have laid a resolution of the cabinet regarding the Russian proposal before the Emperor.

A Chinaman who had taken passage in the Guiding Star ferry launch on Saturday night seated himself in the second class portion, but when asked for five cents by the ticket-collector he produced one cent—the third class fare. As he persisted in refusing to bring out five cents the ticket-collector told him to get into the third-class section, whereupon the man began to abuse him and struck him. He was given into custody and yesterday fined \$2.

A lakong who was in Hollywood Road on Sunday afternoon observed a crowd of coolies collected near the Hospital. He ordered them to move on, but one of them turned obstreperous and said he would remain where he was. The lakong told him he had better go away and gave him a slight push, whereupon the man struck him and tore the lakong's tunic. Yesterday Mr. Hazeland fined him \$15, or a month for the assault, and ordered him to pay \$3, or seven days, for damaging the tunic.

A gambling crime of more than usual interest will come before Mr. Hazeland at the Magistrate's Court on Wednesday of next week. It appears that the police have suspected that gambling was going on at No. 4, Li Yuen Street. Accordingly on Saturday night Inspector McNab and a party of police visited the premises and arrested about a dozen Chinese, compradors and shroffs, whom they found gambling. When they were brought up at the Magistrate's Court yesterday Mr. Mounsey, who appeared for them, applied for a remand until Wednesday of next week, and the application was granted. We understand that the defence to be set up is that the house was used as a private club.

While patrolling Queen's Road Central early yesterday morning a Chinese constable observed a man carrying a bundle. Thinking this suspicious he advanced towards him for the purpose of seeing what he had got. The Chinaman, however, would not stay for this, but threw down the bundle and took to his heels. The lakong followed and being the more fleet of foot caught up to him. On examining the bundle he found it contained two bottles of whisky, a box of cigars, \$11 in money, and some other articles. On the matter being reported at the Central Police Station Sergeant Sullivan was sent round to make enquiries, and on calling at the "Rose, Shamrock and Thistle," he found that the house had been entered by means of the skylight over the door and the property in question stolen from the bar. The house was broken into in a similar manner about three weeks ago. Mr. Hazeland inflicted a sentence of six months' hard labour on the man arrested.

An order is said to have been issued at Vladivostok prohibiting the landing of Chinese.

The Japanese Consul in London has reported to his Government that a large export of coal having been made to France, the price has advanced considerably.

Staff-Captain Ellis has reported to the police that when about to pay a riksha coolie on Saturday night a Chinaman brushed against him, snatched his watch and chain from his coat, and ran, getting clear away.

The Straits Times was officially informed on the 28th ult. that no news of the appointment of Sir Frederick Cardew to the Governorship of the Straits Settlements had been received by the Government in Singapore.

The Japanese Government has decided to employ girls in the Post and Telegraph and Post Office Savings Bank Offices. The Minister for Communications issued on the 25th inst. the regulations for engaging and training girls as telegraph clerks.

A Simla telegram, dated 19th July, says—This week's famine returns show a further increase in the numbers under relief in British territory with almost a corresponding decrease in the Native States, especially in Rajputana and Central India, where the recent rain has enabled sowings to commence. Most of the famine area has now had sufficient rain for immediate needs, and supposing the rains continue long enough to enable the crops now being put in to yield a harvest all may yet baffle.

Railway works are now actively proceeding in British North Borneo. The actual length of line under construction is about 110 miles. Starting from two points on the west coast, viz., Weston and Jesselton, the line runs for some 20 miles in a north-easterly direction, and 58 miles in a south-westerly direction respectively, meeting at Beaufort on the Padar River. From Beaufort it runs almost due south-east, skirting the Padar River and the Penotol Gorge till it reaches Tenom. The distance from Beaufort to Tenom is 33 miles, giving in all about 110 miles of railway.

At the annual "Varsity Dinner" in Singapore on the 27th ult. the following were Sir Alexander Swettenham's guests:—Mr. Justice Leach, the Hon. W. R. Collyer, the Hon. W. J. Napier, Mr. Ridley, the Rev. F. Haines, Mr. Elliot, Mr. Burgess, Mr. Sells, Mr. Wolf, Mr. Hingley, Mr. Laurie, Mr. Marriott, Hafiz Ghulam Sawai, Mr. Nanson, Mr. Bradwell, Lieut. Col. Pennington, Mr. Hallett, the Rev. D. Holland Stubbs, Mr. Fort, Mr. Arthur Young, and Mr. Bosanquet. Cambridge was represented by 13 against Oxford's 9.

The trouble in China is said to have put up the price of gold in the Bangkok market. Another question is, however, exciting Bangkok a good deal more than that, the question namely of the possibility of a Chinese rising. The Chinese societies there are said to have been warned that there was to be a general rising throughout China on the first day of the seventh moon (26th July). Another story is that there are in Bangkok 5,000 Chinese already armed and waiting for the order to rise. The alarm has drawn attention to the fact that Siam has no law regulating the possession of arms.

A loafer of the name of Leung Fu Shing, without occupation or abode, was charged yesterday with stealing \$5 from the person of a girl ten years old. The girl was in Queen's Road Central when the prisoner came along and snatched a \$5 note out of her hand. A man named Cheung Pak of Wanchai Road, saw the occurrence, and instead of merely shrugging his shoulders and passing along as many Celestials have done in similar cases, he gave chase, caught the thief, and handed him into custody. Mr. Hazeland warmly complimented the man. The prisoner was sentenced to three months' hard labour and 20 strokes with the birch-rod.

The s.s. Glenfalloch reports that on the 2nd inst., at 10.55 a.m., she observed a vessel flying signals of distress, and bore down and stopped engines alongside her at 11.10 a.m. She found her to be Chinese junk No. 793, with a crew of 12 men, bound from Sarawak to Hainan with a cargo of hardwood and Tengar bark. The junk was leaking badly and her main mast was sprung. The Glenfalloch took her crew with their personal effects on board and abandoned the junk with hatches open in position Latitude 7 deg. 23 min. North Longitude 108 deg. 1 min. 30 sec. E. Among the personal effects of the crew were three rifles. The Chincheu reports leaving Sarawak on 3rd July.

The Government of India on the 20th ult. issued a most important resolution on the plague, in which they frankly admit that it is impossible to stamp out the disease in India, though they think much can be done to reduce it. They lay down that only such measures are to be taken as can be enforced without hurting the prejudices of the people. They absolutely forbid the employment of informers, compulsory examination of corpses, the shutting up of people in infected houses and the preventing of their escaping from infected areas. The Government of India also lay down that house to house visitation, compulsory notification of sickness and the grant of rewards for information as to the existence of sickness should rarely, if ever, be resorted to. They attach, however, great importance to the preventing of the conveyance of infection from India to Europe, and think that this will continue to be effected by the means already in force at the ports of embarkation.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 5th August, 7.41 p.m.

## ADMIRAL SEYMOUR RETURNS TO SHANGHAI.

Admiral Seymour has returned from Nanking after a very friendly interview with Viceroy Liu Kung-yi.

## NO WALK-OVER TO PEKING.

The new expedition to Peking is no walk-over. Tientsin is still surrounded by hostile Chinese, and serious efforts are being made to check the advance.

## EXECUTION OF TWO FRIENDLY MINISTERS.

Two friendly Tsungli Yamen Ministers, Hsu Ching-cheng and Yuan Chang, have had their heads taken off at Peking.

## EXPECTED DEGRADATION OF LI AND YANGTZE VICEROYS.

Li Hung-chang, the Yangtze Viceroy, and Sheng, are all expecting a decree degrading them from their posts.

## BAD NEWS FROM PEKING—

SUPPLIES STOPPED. The latest news to land from Peking is decidedly bad. General Tung Fuhshiang has ordered the stoppage of all supplies to the Legations.

\* Delayed in transmission.

## THE WAR IN SOUTH AFRICA.

LONDON, August 5th, 8 p.m.

## OLIVIER REFUSES TO YIELD.

Commandant Olivier has informed Col. Bruce Hamilton that he does not consider himself bound by Commandant Prinsloo's offer of surrender. He intends to continue the war.

## RUNDLE IN PURSUIT.

Olivier's force amounts to 1,500 men. General Rundle is pursuing. BOBES USING ONLY SOFT-NOSED BULLETS.

General Ian Hamilton's prisoners state that only soft-nosed bullets were supplied to them. Lord Roberts has protested about this to Commandant Botha.

## REUTERS' SERVICE.

LONDON, 4th August.

## THE WAR IN SOUTH AFRICA.

Seven hundred more Boers have surrendered to General Hunter. General Ian Hamilton has gone to Rustenburg to bring away General Baden-Powell and the garrison who are virtually besieged there. General Kitchener has gone to Rhenoster to conduct operations against Commandant De Wet.

## SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the suggestion of Mrs. F. E. Scott, the wife of Bishop Scott, of Peking, and its object is to afford financial help to the widows and orphans of the British, German, Russian, and American sailors who have lost, or may lose their lives in the China War; and that part of the subscription raised be given to such who may be either from disease or wounds incapacitated. Subscriptions will be only acknowledged in our columns, and should be addressed "Sailors and Soldiers' China Relief Fund." When a sufficient sum has been subscribed it will be handed over for administration.

## SUBSCRIPTIONS.

Already acknowledged £390.00.

## LATEST STEAMER MOVEMENTS.

The T.K.K. steamer Nippon Maru, with mails, etc., left Shanghai for this port on Saturday, the 4th inst., at daylight. The N.Y.K. steamer Hiroshima Maru (Bombay Line) left Singapore for this port on the 4th inst., and is expected to arrive here on the 10th inst.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The Nanhai, transport 30, arrived early yesterday morning from Bombay with Capt. E. B. C. Boddam (5th Gloucesters), Lieut. F. H. Goldthorpe (3rd Punjab Cavalry), Capt. W. B. Turnbull (54th Native Field Hospital), three British N.C. officers, and 1,144 men of No. 3 Cavalry Corps and the 54th Field Hospital.

## THE INDIAN TROOPS.

The following telegrams relate to the Indian reinforcements for China:—

Simla, 18th July. A balloon section has been asked for from home to accompany the China Force. Captain Elliott Lockhart, Corps of Guides, accompanies the China Force as The Times correspondent. Captain R. A. Goodwin, R.A., proceeds to Hongkong to join the Garrison Artillery. Allahabad, 20th July. In case a Second Division proceeds to China, it is currently reported that Major-General Burnett, of the Poona District, is likely to be selected for the command.

Simla, 20th July. Some of the heavy guns required to make up the Siege Battery which is to be sent to China, will probably be drawn from India instead of the whole of them being sent from South Africa as at first arranged. Lieutenant Vale, Indian Marine, accompanies the China force as Assistant Transport Officer. Five miles of light railway are being sent from India with the China Force. Two squadrons of the 11th Bengal Lancers from Jhelum have been ordered to Umballa to relieve the 16th Bengal Lancers.

Simla, 23rd July. A detachment of Mounted Sappers, comprising one R.E. officer, one R.E. non-commissioned officer and 23 Native N.C.O.'s and men is being organised at Roorkee to accompany the Cavalry Brigade to China.

## JAPANESE OFFICIAL NEWS.

A despatch from Major-General Fukushima at Tientsin, dated the 25th July, received via Chefoo, 27th July, has been handed in at the Japanese War Office:—

"A report has been received from Captain Shiba at Peking, dated 19th July, which states that the Foreign Legations have been constantly besieged since the 13th June. From the 20th the Legations have been uninterruptedly fired upon daily by over ten battalions of Chinese troops. The line of defence takes in all the foreign Legations. Captain Shiba, with the whole of the Japanese and Italian marines, and a part of the Russian (?) French and Austrian guards, has been defending the residence of Prince Su, which is half destroyed. Of the Japanese, only 11 marines and 14 volunteers are still able to fight, each man having only some 25 rounds of ammunition. Provisions may last for six days more. The forces of Chinese troops at Peking is some 30 battalions, in addition to a number of the Jinki army. Should the relief force not arrive within a week the Legations may not be able to hold out. Captain Ando (Military Attaché at the Legation), Mr. Kojima (a diplomatic official), and five others have been killed; Mr. Nukira (the Secretary) and six others severely wounded; and thirty have been slightly wounded. The latter are all able to fight. The deaths among the foreigners number 60.

## PRESENTATION ON BOARD THE S.S. "EASTERN."

A very pleasing ceremony took place on board the E. & A. steamer Eastern at sea on the evening of the 21st ult., when the Rev. E. S. Wilkinson, of Sydney, on behalf of his fellow-passengers who had landed at Hongkong and those proceeding to Japan in the ship, presented an illuminated address to Captain Winthrop Ellis as a souvenir of the appreciation in which he is held by them, and the courteous consideration shown during a most enjoyable trip from the shores of the Southern Cross to the Land of the Rising Sun. The address was a fine specimen of artistic skill, and was designed and illuminated during the trip by one of the passengers, Mr. J. G. Brown, of Sydney. The text of the address reads:—

To CAPTAIN WINTHROP ELLIS.  
The Eastern and Australian Steamship Co's S.S. "Eastern."

Dear Sir,—In presenting you with the accompanying address, we, the undersigned passengers, desire to take this opportunity of expressing the admiration and respect we entertain for you as a gentleman and a true seaman, as well as our confidence in your professional skill in the navigation of your splendid steamer over a most difficult and dangerous route. We feel that it is in fact a duty to secure the safety, comfort and welfare of those under your care.

We hope sincerely that the success which has so deservedly been yours in the past may attend you throughout many more years of happiness and prosperity.

The address was signed by Mr. Justice Power, of the Supreme Court of Queensland; Mr. J. T. Smith, Q.C., Crown Prosecutor of Victoria; and other gentlemen holding distinguished positions in the Portuguese, service, and representatives of the mercantile community, the following being the full list:—

Virgil Power, Justice of the Peace; Stanley Wilkinson, Sydney; N.S.W. Ass. M. Wilkinson; J. B. Gonsalves, Major of Infantry, and Government Secretary of Timor and Macao; Idalina F. Gonsalves, F. Becker Birt, England; Ethel R. Mitchell, Sydney; N.S.W.; Fred N. Paton, England; F. Reynolds Squire, M.A. Oxon, F.R.S., England; Wilfred B. Birt, England; C. Harold Cowan, Scotland; Kenneth Crossley, Westmoreland, Eng.; Jos. Abellard Borge, Lieut. of Infantry, Timor; L. S. Priestley, Eastern Extension Cable Co., Sydney; Webster, Eastern Extension Cable Co., Sydney; John E. Duff, Kobe; E. A. Douglas, Queensland; J. T. D. Smith, Victoria; and E. M. Smith. Captain Ellis, in responding, thanked the Rev. Mr. Wilkinson and the passengers for the handsome address presented to him. Although he felt himself unworthy of so distinguished an honour, he would treasure the testimonial in memory of one of his most enjoyable voyages.

## THE HEALTH OF THE COLONY.

The report of the Principal Civil Medical Officer (Dr. J. M. Atkinson) is published in the Gazette. We make the following extracts—

## POLICE.

The admissions to the Hospital were 204 in excess of those of the previous year, the numbers being 692 as compared with 488 in 1898, the average strength of the Force being 710 as compared with 630 in 1898. This large increase was to a great extent caused by admissions from the New Territory.

Malaria fever has contributed the greatest number of cases, undoubtedly much of the fever has been occasioned by the temporary nature of the buildings in which the Police have of necessity been housed, when permanent brick buildings have taken the place of the temporary buildings, mostly made of bamboo, I anticipate a considerable diminution in the number of cases of malarial fever.

There were sixteen deaths amongst the members of the Force during the year, three less than in 1898; four of these occurred in the Hospital, viz., three Europeans and one Indian, the latter was a Police recruit and died of phthisis; of the Europeans one died from acute peritonitis, one from diphtheria, and the third from hyperpyrexia occurring in the course of fever.

## TROOPS.

The number of admissions to the Hospital was 818 in excess of that in 1898, whilst the average strength of the garrison was only increased by 125.

The rate of mortality was increased in both the European and Indian Troops, that in the latter being more than double the rate in 1898; the number of deaths was 29 as compared with 21 in the previous year.

## GOVERNMENT CIVIL HOSPITAL.

The number of admissions is the greatest yet recorded in the history of the Hospital. The increasing demand for hospital accommodation is likely to continue, as I have already pointed out the addition to the Colony of the New Territory has already contributed a large increase in the numbers of sick Police, there have also been many serious surgical cases admitted and several Chinese from the New Territory have availed themselves of the benefits to be derived from an institution of this sort. I would here reiterate what I stated in my last report that it will be necessary for the Government to seriously consider the question of either considerably enlarging the present hospital or better still of erecting an entirely new hospital supplying increased accommodation and arranged more in accordance with the best modern practice. During the year a scheme for training European female nurses has been inaugurated; three probationers—one from Shanghai, one from Macao and another from Manila—have been appointed and there are already several names of applicants for vacancies on the Matron's list. The rate of mortality, 4.16 per cent., is by far the smallest recorded for the past six years.

The largest number of admissions occurred during the months of August and September, a similar fact has been recorded in the case of the sick Police, so we may conclude that in 1899 these two months were the most unhealthy during the year.

## INFECTIOUS HOSPITALS, KENNEDY TOWN HOSPITAL.

There were 263 admissions during the year—Small-pox, 37 cases, 7 deaths; Plague, 226 cases, 185 deaths. In addition eleven were under observation and two in attendance. The mortality of plague cases was somewhat higher than usual—31 per cent.

## PUBLIC MORTUARY.

1,669 bodies were received during the year—an increase of 355 as compared with 1898, particulars as to nationality and cause of death are given in the report of the Medical Officer in charge.

## VICTORIA GAOL.

The total admission to the Gaol was 4,789; or 793 less than in 1898; the daily average 434 or 77 less than in the previous year.

The total number of admissions to Hospital was 503 as compared with 298 in 1898. Remittent fever caused 63 of them as against 24 in the previous year; dysentery and diarrhoea contributed more deaths, 81 were admitted suffering from debility as against 14 in 1898. There were five deaths from natural causes, one prisoner committed suicide by hanging himself and two were executed.

The New Wardens' Quarters is in course of erection; when this building is finished the New Hospital will be available; it is at present occupied by the Wardens.

## TUNG WAI HOSPITAL.

There were 2,542 patients treated in this hospital during the year, a decrease of 456 as compared with 1898. Of this number 410 were transferred to other institutions, viz.—Government Civil Hospital, 19; Lunatic Asylum, 2; Kennedytown Hospital, 135; Tung Wah Branch Plague Hospital, 262; Italian Convent, 1. Total 410.

## HEALTH OF THE COLONY.

The estimated population of the Colony for 1899 was 259,310.

There were 1,132 births and 8,181 deaths, of the latter 1,434 were from plague.

The birth rate was 4.3 per 1,000 as against 4.7 per 1,000 in 1898.

The death rate was 23.8 per 1,000 as compared with 22.90 per 1,000 in 1898; excluding the deaths from plague the death rate would have been 18.9 per 1,000.

The following figures give the birth rate in the different nationalities for the past two years—

	1898.	1899.
Whites, 162 per 1,000	12.5	10.0
Coloured, 336 "	23.3	"
Chinese, 2254 "	24.4	"

The increase amongst the Chinese was due to the greater number of cases of plague.

Plague was again prevalent in an epidemic form this is the first time that the Colony has been attacked by the disease in an epidemic form in two successive years.

Undoubtedly many cases must have been introduced, as the disease was prevalent all round us, only in March knowledge of its presence at Pakhoi was obtained.

The disease was also prevalent in Canton and its districts, Wuohow being affected early in the year.

It was also epidemic in Amoy and at Formosa. From August 1898 to February 1899 inclusive only nine cases were notified, the marked recurrence of cases, however, in houses previously infected shows that the bacilli are but dormant and in the ill ventilated, badly lighted and overcrowded Chinese dwellings which exist in this Colony only require certain atmospheric conditions to favour their growth and spread.

Early in April No. IX. Health District was declared infected, the disease became much more prevalent in May and in June, the remaining Health Districts were declared infected.

The disease did not reach its maximum until June, quite a month later than was the case in the previous year.

Fortunately very few Europeans were attacked this year.

## FOREIGNERS IN CHINESE TREATY PORTS.

The *Deutscher Reichs-Anzeiger* of the 23rd June gives the following statistics showing the number of foreigners of different nationalities resident in the Chinese Treaty ports—

	In 1898.	In 1899.	Increase in 1899.
English	5,149	5,562	414
Japanese	1,038	2,440	1,402
Americans	2,036	2,335	299
Spaniards	165	1,621	1,456
Portuguese	1,062	1,423	361
French	220	1,183	963
German	1,043	1,134	91
Spanish	335	448	113
Scandinavians	200	244	44
Belgians	103	234	131
Danes	162	178	16
Italians	141	124	17
Dutch	87	106	19
Other	153	161	8
Total	13,421	17,193	3,772

Whilst the figures given above show to what extent the European population in China is increasing, it must be borne in mind that they relate only to the Treaty ports, and that Port Arthur, Hongkong, Tsingtau, &c., are necessarily omitted.

The following table shows the number of foreign firms established at the Treaty ports, distinguishing nationalities—

	In 1898.	In 1899.	Increase.
English	338	401	63
Japanese	114	195	81
German	107	115	8
French	37	70	33
American	43	70	27
Russian	16	19	3
Portuguese	20	10	10
Belgian	9	9	—
Italian	8	9	1
Dutch	8	9	1
Spanish	4	5	1
Austrian	4	5	1
Danish	3	4	1
Scandinavians	2	2	—
Total	773	923	150

## BURMA AND THE INDIAN GOVERNMENT.

A writer in the *Rangoon Gazette*, speaking of the scant attention which Burma gets from the Government of India, says—

Whether Burma would gain on the whole by being separated from India depends very largely on what form the separation took. To make it one of the family of Crown Colonies instead of one of the Indian provinces would be a very doubtful gain. No doubt, its revenues would not then be alienated as they are now, but there are drawbacks also. To be a stepchild to the Government at Simla is probably better than to be one of the curious assortment of foundations that come under the Colonial Office. The self-governing colonies, of course, stand on a different footing; but Burma could scarcely be a self-governing colony, so a transfer to the Colonial Office would scarcely mean "Home Rule for Burma." What might be a gain to Burma is incorporation in a new empire stretching from Arakan down to Singapore, and governed, not as a Crown Colony, but on the same lines as India. Burma would then be politically bound up with countries more akin to her in every way than India is, and would not be so liable to be misunderstood at headquarters. Failing that all we can work for is more continuous and complete representation in the Viceroy's Council. The Hon. Mr. Smeaton has shown us how much can be done by a man who knows Burma thoroughly when he has thus a chance of making himself heard at headquarters.

## W. B. BREWER &amp; CO.

SOME NEW PICTURES.  
Our Brothers from over the Sea, "Engraving" ... \$12.00  
The Handy-Man "Platotype" ... 3.50  
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Agatha Webb, by A. K. Green ... 1.25  
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Let us Forget Them ... 75  
23 & 25, Queen's Road, Hongkong. [31]

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## YUBARI AND SORACHI COALS.

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Telegraphic Address: "TANKO," TOKYO.  
Codes used: "A.I. & A.B.C." Edition.  
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HUGHES & HOUGH,  
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## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FRESH WATER is the cause of much sickness on board ship.  
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.  
CALL FLAG W.  
J. W. KEW & CO.,  
STEAM WATER BOAT COMPANY,  
Hongkong, 9th October, 1895. [763]

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Apply to—  
LINSTED & DAVIS.  
Hongkong, 13th July, 1900. [504]

AT the PEAK, close to summit, delightfully cool and healthy.  
TO BE LET, FURNISHED.  
Immediate possession can be had.  
For Particulars, apply to—  
R. C. WILCOX,  
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Hongkong, 15th June, 1900. [1757]

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ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.  
13, PRAYA CENTRAL, Rooms on 2nd Floor.  
A GODOWN in DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 19th June, 1900. [61]

## TO LET.

WITH IMMEDIATE POSSESSION.  
A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.  
Apply to—  
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Hongkong, 10th July, 1900. [1945]

BOARD AND APARTMENTS at Kowloon for Married or Single.  
Apply—  
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Garden Road, Kowloon.  
Hongkong, 6th June, 1900. [1674]

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2, Pedder's Hill.  
Hongkong, 1st January, 1892.

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SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.,  
Hongkong, 16th September, 1899. [1765]

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DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "DER OSTASIATISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.  
Canton den 27. December, 1899.  
DER VERWESER DES KAISERLICHEN KONSULATS.  
ZIMMERMANN.  
201

BEKANNTMACHUNG.  
DIE BEKANNTMACHUNGEN aus dem diesseitigen Handelsregister sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1900 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.  
Swatow, den 19. December 1899.  
DER KAISERLICHE DEUTSCHE KONSUL I. V.  
H. von VARCHMIN.  
3270

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DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 523 feet.  
Length on Blocks ... 410 "  
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PATENT SLIP (at KOSUGO).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING, as well as in REPAIRING OF SHIPS.  
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[1819]

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## 散開通 TUNG KWAN SAN, or "Army

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## Bruising Medical Powder." Price at

## 50 cents per bottle. Made from the best

## selected medicine to be used for the above

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## KWONG CHI KOON is one of the largest

## Native Drug shops in Canton, employing

## about 300 men. The Proprietor, Mr. U Yan

## Ting, is a man of great energy and business

## capacity, and is also very benevolent, giving

## away thousands of dollars worth of medicine in

## charity, usually with an eye to the main ob-

## ject. He has many testimonials as to the

## efficiency of his medicines from officials, scholars

## and business men. Like the Chinese generally

## he has great faith in medicine and is desirous of

## extending his business to foreign countries,

## giving people of western lands the benefit of his

## medicines.

## He has submitted to me the formulae of some

## of his preparations for examination, giving full

## explanation as to the medical qualities of the

## ingredient. I have found the Tung Kwan San

## or Army Medical Powder and the Tit Ta San

## or Falling and Bruising Medical Powder com-

## posed of Musk, Baros, Camphor, Rhubarb, two

## kinds of gum, with red oxide of mercury and

## yellow sulphide of arsenic, animal and vegetable

## chamical, which are known in western pharmacy.

## Besides this it contains gold leaf, tigers and

## dragons bones, shavings of antelope and rhinoceros

## horns, which I have shown him that chemical

## science proves to be inert, he proposes to omit

## from the medicine prepared for foreign use.

## The medicine is to be chiefly used as a sterna-

## tary, as is put up in small metal bottles by

## which it can be injected into the nostrils, and

## the small amount of oxide of mercury and

## sulphide of arsenic will not be dangerous used

in this way.  
(Signed) J. G. KERR,  
Canton.

## Directions are given according to the Chinese

## method of using the medicines.

## The nature of the oil is very mild, but its

## action is exceedingly good, possessing won-

## derfully curative effects in both internal and

## external diseases. As it is an invaluable medi-

## cine it should be kept on hand ready for use by

## all persons, whether at home or abroad.

## DIRECTIONS.

## For external use rub the oil on the temples

## forehead, between the eyebrows, back of the

## ears and neck, on the chest and back, on the

## abdomen or wherever the pain or soreness is

## located. It must be rubbed on for 5 minutes. For

## toothache put a little in the tooth on cotton

## and rub on the gums. The oil has beneficial

## effects in headache, fainting, colds, sore throat,

## stomach-ache, colic, pains, rheumatism, num-

## bness of the limbs, pain in the back, cramp-

## ling and inflammation; influenza, diarrhoea,

## toothache, pains in the head and con-

## vulsions after childbirth, prickly heat, boils,

## and mosquito bites.

## Internally the dose is five drops in a little

## water, and it is to be repeated every two or

## three hours, at the same time using it ex-

## ternally.

## The proprietor of the Kwong Chi Koon

## Drug Store of Canton has placed in my hands

## for examination a number of his preparations

## with the receipt for each.

## His "U I YAU" or "As you wish Oil" has a

## wide circulation and is very much used. It is

## composed of aromatic and stimulant herbs and

## barks, most of which are well known in our

## pharmacopoeia, together with pingpin (a costly

## kind of camphor) bishops wort, orris root, with

## two or three other less known articles, but none

## of the objectionable substances which enter

## into many Chinese medicines. It is one of

## the combinations which has real merit and

## it is not strange that it has attained so wide

## a reputation for the relief of maladies for which

it is recommended.  
(Signed) DOCTOR



HONGKONG  
BUSINESS DIRECTORY.

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Consultation Free.  
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## NOTICE OF REMOVAL.

THE Office of the  
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CHRONICLE & DIRECTORY.  
have this day been removed to  
Entrances East, 1st Floor, recently  
Went & Co.'s Office, behind Messrs. Shawan,  
Tomes & Co.'s premises.  
Hongkong 1st May, 1900.

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SPORT AND ANECDOTE.

## By AN OLD FOEY.

## CONTESTS TO BE REMEMBERED.

Under the auspices of the Amateur Athletic Association the championship contest to be decided to-day (July 7) at the Stamford Bridge Grounds give every promise of becoming memorable. If promises are kept we shall have athletes competing from Australia, from India, from the United States, as well as from Ireland and Scotland, so that for once in a way the contests will assume quite an international character. That the English championships should attract such a representative lot of entries implies a good deal of confidence in the genuineness of the different contests, as well as in the management of the annual athletic re-union by the officials of the Association. Anyone who has been at all in touch with the working of the A.A.A. affairs must be aware of the different abuses which have to be dealt with from time to time. To-day it may be a case of misleading information sent to the handicapper, to-morrow a charge of "roping," may have to be inquired into, and the delinquent punished. Abuses there have always been connected with amateur sport and though one may have nothing but praise for the care and patience bestowed upon the good government of our summer festivals, I am sorely afraid that with all their vigilance, untiring and relentless as it has been proved times without number, there will always be a percentage of youths unable to go straight. In the usual order of things, this year's championships should have been decided in the north of England, but for various reasons it was deemed prudent to hold the gathering in London, and if only favoured by genial weather I anticipate a record crowd being present at the famous Stamford Bridge grounds to-day. Reference has already been made to Norman Pritchard, the fleet-footed young man from India, in this column, and if we are to believe the reports of the extraordinarily brilliant things he has done on the "coral strand" we shall see some very fine racing indeed with Pritchard, Rowley, Jurvis, Kraenzlein, Japp, Wadsway, and Welsh in the field. From the marked improvement shown by our visitor from India since his arrival one can readily believe all that has been reported of his achievements in the past. Japp, I fancy, will be our speediest representative for we saw last week how easily Stanley Rowley raced away from Wadsway, the winner of the sprint championship at Wolverhampton last year. Again, last week's London Athletic Club meeting showed Pritchard to be superior to Japp, which makes our chances of retaining this particular championship anything but rosy. Still, so many little things may happen to champion sprinters in a week that a complete surprise may be in store for us after all. Several of to-day's aspirants are credited with the ability to do "even time"—100 yards in ten seconds—and with only one-fifth dividing half-a-dozen men we may have the exhilarating spectacle afforded of dead-heats being run off.

## ENGLAND'S WELCOME.

Last week I was fortunate enough to be present at the sports where Stanley Rowley and F. W. Wadsway met in a scratch sprint race. The Australian champion, as all the world knows by this time, won most decisively. Later on I may return to the race itself. Here, however, I want to record the fact that from the immense crowd of some twelve or fourteen thousand people came a perfect torrent of applause the very instant he broke the tape. Those cheers—a big hearse roar of sympathetic applause—will live in his memory. I'll warrant, for many a long day after he has told the story of his victory to his friends at the Antipodes. I was on the same ground last season when Wadsway galloped home an easy winner from the field, and as I listened to the ringing cheers last week the thought crossed my mind like a flash that they were intended to be a real British welcome to a cousin from afar off—symbolic, if you will, of a hearty grip of the fist with one of our own kith and kin. To our credit be it said, the English athletic championships are open to the world. Provided a man is not a professional—that is to say, a known professional—no other restriction is imposed, each of the events being as open to-day as they were twenty years ago to the Yorkshire carter, J. W. Raby, or to W. Page Phillips, the Essex squire! England welcomes everyone, and, all being fair and above board, I feel sure Mr. Charles Herbert, the "willing horse" of the A.A.A., would join me in saying "the more the merrier." In one or two quarters I note a tendency to deplore the fact that just at present we have no sprinters of sufficient calibre to retain the 100 yards championship in England. Personally, I see nothing to deplore in the fact if such means that we are pitiable jealous of the honours going to India, to Australia, or to America. I cannot see why anyone should feel particularly grieved because we have no Bradbury, no Downer, no Bacon, no Crossland to represent English "amateurism." My memory is sufficiently retentive to enable me to say that in several instances the amateur championships have not been won by amateurs, and it were better a thousand times that such genuine men as we have should be defeated by duly accredited representatives from other lands than that the scandals of past years should be repeated. Let us, I say, keep our sports as pure as we can, and give a fair field and a kindly welcome to all who enter into competition against us, and should defeat; come our way, there will be a sufficient number of sportsmen in the Metropolis to-day to show our visitors that we can lose as well as win as befits Britons.

FROM THE LAND OF THE GOLDEN FLEECE.  
Whatever else may happen this (Saturday) afternoon, I feel sure that Rowley will do nothing to discredit Australia by word or deed, and, accidents barred, I have an idea that he will beat more than beat him in the sprint champion-

ship. Upon first acquaintance, one would not judge him to be a sprinter with aspirations to championship honours, but there is no getting beyond the fact that he has been the best short distance runner in Australia for the last five years. Of medium height—5ft. 9in. or thereabouts, I should fancy—he looks in superb condition, and is wonderfully well built and proportioned. He has a fine healthy complexion, if somewhat of a sallow cast, is clean shaven, with dark, expressive eyes, black hair, and a manner exceedingly genial when once the ice of an introduction has been broken. All the same, however, it is easy to see that he is a man with a purpose, and if he does not succeed in all he aspires to it will not be for lack of endeavour. So far as style goes, he has not the light, corky action of Myers, Cowie, Downer or Wadsway, nor yet the firm, decisive, heavy-footed of Ritchie or Bradley, leaves the mark like an arrow from a bow, gets into his stride with wonderful celerity, and finishes as strong as a lion. All sprinters of eminence now-a-days affect the stooping motion, with hands on the ground, at starting, and Rowley follows the fashion in doing the same. By the way, this idea was first brought over from America some years ago by a Christian, who was very nearly but not quite a sprinter, and it will not surprise one to find that the W. Christie who accompanies the American team on their present tour is one and the same person who introduced us to the new mode of starting. Some runners say that it is a great improvement on the old style, but I wonder if any of our present day fliers would have cared to give the old Sheffield handicapper a start on the strength of the boasted improvement in leaving the mark swiftly. During my connection with sport I have seen a good number of sprint races, both amateur and professional, and it has long been a conviction of mine that to enjoy the best view one has to be on a stand well above the runners and somewhere about 30 yards from the finish looking across the running track. A view of a sprint race from such a point of vantage can scarcely be improved upon. Before closing this paragraph I should like to say that Rowley has a soft place in his heart for the mother country, and has expressed a hope that he may be successful in manifesting a claim to represent the British Empire at the forthcoming international gathering in Paris. That he defeated Wadsway decisively enough everyone present will admit, but it was so decisive that one feels a doubt about accepting the issue as the amateur champion's true form. He has a longer stride when in running than Rowley, but in this particular I suppose we have never had anyone to equal the Putney wonder, Harry Hutchens. It has been said, although I would not care to vouch for the accuracy of the statement, that the hero of a trio of Sheffield handicaps strode a distance of nine and ten feet in some of his races. It may interest some of the younger aspirants to fame on the path to know that Wadsway, who is certainly a long as well as a high stepper, takes a stride of 7ft. 6in. when in full running; in a hundred yards' race he would make, roughly, about forty-five strides.

A STORY OF "CHIPPY" NORTON.  
While on the subject of pedestrianism, I should like to reprint an interesting little yarn from the memoirs of Robert Patrick Watson—"Bob" Watson to his intimates. It concerns one of the many fancy sporting bets made—sometimes won and sometimes lost—by that bluff, good-natured Turfite, Mr. Harry Bull, otherwise "Chippy," whose recent demise was regretted by many who owed a good deal to his open-handed heartiness. It was at one of the Bohemian resorts of the metropolis where congenial spirits were discussing, among other topics, pedestrianism. Mr. Watson thus records the incident:—"Arthur Cockburn declared he could walk five miles in the hour, Harry Bull, being equally certain he could not, offered to back his opinion for £50, if Cockburn would consent to make the attempt that very morning. Cockburn was willing, and we then and there left the Specifieries in cab for Hyde Park corner. By the time we reached the corner it was broad daylight, and a beautiful summer morning. I was appointed referee, and without any ceremony Cockburn divested himself of coat, and removing his hat, was started. He took to the road like a man thoroughly trained for the task, and certainly did not present the appearance of having disposed of bottle after bottle of champagne, not forgetting cigars by the dozen. Entering Finchley he was walking better than ever, and Mr. Bull felt convinced that his £50 was leaving him quite as fast. Spying a policeman, he hurried up the cab and informed the officer that the man coming along in his shirt sleeves was mad, adding, 'Stop him, or there will be trouble.' The policeman at first was in doubt, but a second glance at Mr. Bull and the company caused him to smile and shake his head. By this time Mr. Cockburn was alongside, and as he spouted remarks—'Halloo, at your old games, are you? I'll show you how to win,' and away he went at top speed. Win he did, and like a soldier on the march, to the surprise of everyone present. When the race finished, Mr. Bull, over champagne breakfasts, Pony Moore's, objected to the distance, in consequence of one of the milestones being missing. We had not noticed its absence, but the eagle eye of Mr. Bull was very wide open that morning, anxiously waiting, like Micawber, for something to turn up, and his vigilance was rewarded. Several declared he was wrong, but were met with the response 'I'll bet you £50 I am right.' Eventually, Mr. Bull consented to abide by investigations made by himself and Eugene Stratton. 'If,' said Mr. Bull, 'you can trace the whereabouts of the missing milestone, I shall be satisfied; if not, the distance from Hyde Park Corner must be properly certified.' Myself and Stratton drove to the spot, and interrogated a policeman, who escorted us up a lane. There we saw the milestone lying on its side, read the inscription, and on learning the result of our inquiry Mr. Bull discharged his liability. There are scores of sporting anecdotes in Mr. Watson's book of a similar character, and any one fond of reading of the humorous of some of our sporting characters could not be better suited to while away an hour or two.

CURIOSITIES OF CRICKET LAW.  
Rather a novel point has quite recently been raised concerning the winning hit in a match. The question involved so far as I can make out is this:—The last pair of batsmen are in, one of whom makes a hit for which they attempt to run three. In attempting the third run one of them is run out. Only two runs are required, however, to win the match, and as those, of course, count the query arises—Is the match won by one run or one wicket? The question, I must say, is a rather far-fetched one, but still the possibility is there all the same. Surely no cricketer would be so forgetful of what number was actually required, one would imagine; but wonderful accidents happen in the game. It was quite a surprise to me to learn the other day that in the case of a batsman playing the ball twice in the effort to prevent a ball coming back into his wicket, should the batsman at the opposite end in an unguarded moment start for a run he would be given out on appeal. That appears somewhat extraordinary, but I am assured it is good law. Again, I wonder whether it has ever been authoritatively laid down whether "one short" in an attempted run for a couple should count one or nothing at all, seeing that one of the batsmen has not made a completed run, either going out or in the return. Still another problem: A bowler does not appreciate a batsman coming down the wicket to meet the ball, so he determines to throw at the batsman's wicket. He, of course, is "no-balled" by the umpire. But while out of his ground the ball breaks the wicket. "How's that?" is one of the problems some of my expert correspondents may spend a few moments upon. I have more to come, but they must wait a while.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—  
From London, ex s.s. Australia and Caledonia.  
From Zanzibar, ex s.s. Goa.  
From Persian Gulf, ex s.s. Pemba and Haidari.  
From Malabar Coast, ex s.s. Morani.  
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM SHANGHAI.

THE Steamship  
"AGLAI,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 11th August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th August will be subject to rent.

Bills of lading will be countersigned by SANDER, WIELEE & Co., Agents.

Hongkong, 4th August, 1900. [2089]

## FROM HAMBURG, PENANG, AND SINGAPORE.

## THE N.G.L. Steamship

"NURNBERG,"  
Captain Stehr, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Options Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unremoved after 5th August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 31st July, 1900. [2116]

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CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.PROPOSED SAILINGS FROM  
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AMERICA, &c.

"CARLISLE CITY" On 9th Aug.  
"BELGIAN KING" 3,379 Tons, About 16th Sept.

THE Steamship "CARLISLE CITY"  
will be despatched for SAN DIEGO  
and SAN FRANCISCO, VIA SHANGHAI,  
MOI, KOBE, YOKOHAMA and HONO-  
LULU, on THURSDAY, the 9th August.  
Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
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time. All parcels should be marked to address  
in full. Value of same is required.

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tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.  
Hongkong, 6th August, 1900. [14]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORMS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched for the above  
ports on THURSDAY, the 9th August, at  
5 P.M.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th July, 1900. 1912

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)  
AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)  
HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

THURSDAY, Aug. 16,  
190

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	To-morrow.
LONDON &c., VIA PORTS OF CALL.	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON VIA SUEZ CANAL.	RHIFEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL.	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LIVERPOOL DIRECT.	SARFEDON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th inst.
BREMEN, VIA PORTS OF CALL.	KONIG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	On 9th inst., at Noon.
MARSEILLES, &c., VIA S'PORE, &c.	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL.	ANNAM	Fr. str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	KANAGAWA MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
HAVRE & HAMBURG	SILEBIA	Ger. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL.	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK VIA SUEZ CANAL.	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO., LIMITED	To-morrow.
NEW YORK VIA SUEZ CANAL.	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 20th inst.
VICTORIA, B.C., & TACOMA V. AMOY, &c.	VICTORIA	Brit. str.	—	J. Pantan	DODWELL & CO., LIMITED	On or about 24th inst.
VICTORIA & VANCOUVER, B.C., VIA AMOY, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	RIOJUN MARU	Jap. str.	—	J. W. Ekstrane	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 27th inst., at 4 P.M.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	To-morrow.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	—	O. & O. S. S. Co.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 16th inst., at Noon.
SAN FRANCISCO VIA MOJI, &c.	CITY OF R. DE JANEIRO	Am. str.	—	—	PACIFIC MAIL S. S. Co.	On 25th inst., at Noon.
SAN DIEGO, &c., VIA SHANGHAI, &c.	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 9th inst., at 5 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	E. Wilson Haswell	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
YOKOHAMA & KOBE	MENCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On 5th Sept., at Noon.
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	Neison	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.	—	C. C. Talbot	P. & O. S. N. Co.	On or about 18th inst.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	FUTAMI MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MOJI	NINPO	Brit. str.	—	Phillips	BUTTERFIELD & SWIRE	On 10th inst.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
CHEFOO & SHANGHAI	LOONGMOON	Ger. str.	—	F. W. Schulz	SIEMSEN & CO.	To-day, at 3 P.M.
SHANGHAI	CHIHLI	Brit. str.	—	Newcomb	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI & JAPAN	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On or about 17th inst.
FOOCHOW	PRINZ HEINRICH	Ger. str.	—	H. Supper	MELCHERS & CO.	Quick despatch.
SWATOW	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	—	Passmore	DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
SWATOW, AMOY & TAIWANFOO	HAITAN	Brit. str.	—	Ronch	DOUGLAS LAPRAIK & CO.	To-day, at 4 P.M.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	S. Atsomi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
MANILA	TAMSUI MARU	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 12th inst., at Daylight.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-day, at 5 P.M.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	SHEWAN TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
BATAVIA, SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 3rd Sept.

## SHIPPING.

**ARRIVALS.**  
 Aug. 5, NINPO, British str., 1240, Phillips.  
 Moji 30th July, Coal.—BUTTERFIELD AND SWIRE.  
 Aug. 6, BORMIDA, Italian steamer, 1490, G. Sartorio, Bombay 17th July, General.—CARLOWITZ & CO.  
 Aug. 6, NANKIN, Transport, No. 30, C. J. Benton, R.N.R., Bombay 21st July.  
 Aug. 6, HOIMA, French str., 509, Merleek, Huiphong 4th Aug. and Hollow 6th, General.—A. R. MARTY.  
 Aug. 6, HUE, French steamer, 704, Godman, Huiphong 3rd Aug., Pakhoi 4th and Ho-how 5th, General.—A. E. MARY.  
 Aug. 6, KAWACHI MARU, Jap. str., 3797, T. S. Thompson, London, via Singapore 30th June, General.—N. Y. KAISHA.  
 Aug. 6, DEWATONGSE, German steamer, 1200, Poytor, Bangkok 31st July, Rice and Wood.—BUTTERFIELD & SWIRE.  
 Aug. 6, GLENFALLOCH, British str., 1434, H. Peters, Singapore 31st July, General.—CHINESE.  
 Aug. 6, SARPEDON, British str., 3023, Grier, Moji 1st August, General.—BUTTERFIELD & SWIRE.  
 Aug. 6, TRYM, Norwegian str., 710, H. Dall, Chefoo 31st July, General.—CHINESE.  
**CLEARANCES.**  
 AT THE HARBOUR MASTER'S OFFICE.  
 6th AUGUST.  
 None.  
**DEPARTURES.**  
 Aug. 5, HERMES, Norw. str., for Hongky.  
 Aug. 6, AGLAIA, Austrian str., for Bombay.  
 Aug. 6, ROYALIST, British str., for Guam.  
 Aug. 6, FOOKSANG, British str., for Hongky.

## VESSELS IN DOCK.

**ABERDEEN DOCKS.**  
 KOWLOON DOCK.—U.S.S. Monterey, Changsha, Argus, R.C. Felcho, Sachem, U.S.S. Iris, Tinnu.  
**COSMOPOLITAN DOCK.**

## SHIPPING REPORTS.

The British steamer *Sarpedon*, from Moji 1st inst., had first part of passage light variable winds and very fine weather to lat. 31° N., long. 126° E. When the low fresh from S. to lat. 27° 30' N., long. 122° 30' E., then wind landed west and blew strong with continuous rain for four hours; during that time the wind was all round the compass, then the weather settled down fine with light variable wind for the rest of passage.  
 The British steamer *Glenfalloch*, from Singapore 31st July, experienced fresh monsoonal conditions with much rain and thick weather till Cape Padaran; thence light S.E. to N.E. winds and fine weather to arrival. Vessels passed—Aug. 5th, JTLE, ship, lat. 18° 41' N., long. 113° 42' E.; reported all well. Aug. 5th, Westgate, ship, lat. 19° 25' N., long. 113° 44' E., from New York for Hongkong; reported all well. At 10.55 a.m., 2nd August, overhauled a Chinese junk, No. 703, flying distress signal, crew 12 men, bound from Sarawak (3rd July) to Hainan with cargo, hardwood and Tongar bark. Junk found to be leaking badly and main mast sprung, took crew and personal effects on board and abandoned junk with open hatches in position lat. 7° 23' N., long. 108° 02' E.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
 J. P. HIRSCOCK, Amr. ship, Gates.—Siemens & Co.  
 R. C. RICKMERS, German ship, Otto.—Arnhold, Karberg & Co.  
 Norwood, British ship, Thos. Roy.—Order.

## VESSELS ON THE BERTH FOR CHEFOO AND SHANGHAI.

**THE Steamship**  
**"LOONGMOON"**  
 Captain F. W. Schulz, will be despatched for the about ports TO-DAY, the 7th inst., at 3 P.M.  
 This Steamer has superior accommodation for First and Second class Passengers.  
 For Freight or Passage apply to  
**SIEMSEN & CO.**  
 Hongkong, 4th August, 1900. [2148]

## VESSELS ON THE BERTH

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**  
**"LOONGSANG,"**  
 Captain Weigall, will be despatched as above TO-DAY, the 7th inst., at 5 P.M.  
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.**  
 General Managers.  
 Hongkong, 3rd August, 1900. [2132]

## IMPERIAL GERMAN MAIL LINE.

**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
**THE Imperial German Mail Steamship**  
**"PRINZ HEINRICH"**  
 OF THE NORDDEUTSCHER LLOYD,  
 Captain H. Supper, due here with the outward German Mail about 7th August, will leave for the above places about 24 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 4th August, 1900. [8]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

**FOR SWATOW, AMOY, AND TAIWANFOO.**  
**THE Company's Steamship**  
**"ANPING MARU,"**  
 Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 8th August, at DAYLIGHT.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
 Agents.  
 Hongkong, 25th July, 1900. [1443]

## CHINA NAVIGATION COMPANY, LIMITED.

**FOR FOOCHOW.**  
**THE Company's Steamship**  
**"CHANGSHA,"**  
 Captain Moore, will be despatched TO-MORROW, the 8th inst., at DAYLIGHT.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
 A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 3rd August, 1900. [2135]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

**FOR MANILA.**  
**THE Company's New Steamship**  
**"DIAMANTE,"**  
 Captain A. Ramsay, will be despatched as above TO-MORROW, the 8th August, at 5 P.M.  
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
 A doctor is carried.  
 For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
 General Managers.  
 Hongkong, 2nd August, 1900. [2131]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

**FOR SWATOW, AMOY AND FOOCHOW.**  
**THE Company's Steamship**  
**"HAITAN,"**  
 Captain Rosch, will be despatched for the above ports TO-MORROW, the 8th inst., at 4 P.M.  
 For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & CO.,**  
 General Managers.  
 Hongkong, 6th August, 1900. [2151]

## HAMBURG-AMERIKA LINE

(Freight Service).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## NORDDEUTSCHER LLOYD

(Freight Service).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILEBIA	HAVRE & HAMBURG	On 9th Freight and Passage.
* MAIBURG	(London with transhipment in Hamburg)	Aug. 12th Freight.
* SIBIRIA	(London with transhipment in Hamburg)	Sept. 1st Freight.
* SAKONIA	HAVRE & HAMBURG	About 20th Freight and Passage.
* SERBIA	(London with transhipment in Hamburg)	Sept. 30th Freight.
* SAKONIA	HAVRE & HAMBURG	About 30th Freight.
* SERBIA	(London with transhipment in Hamburg)	Oct. 1st Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

**CARLOWITZ & CO.,**

AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900. [13]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI	and SHANGHAI	(About 10th)	Freight or Passage.
JAPAN	(A. F. Street)	August	
MARSEILLES	and BANCA	(About 14th)	Freight.
LONDON	(G. W. Babot)	August	
SHANGHAI	(PARRAMATTA)	(About 17th)	Freight or Passage.
	(A. Symons)	August	
LONDON &c.	(MALTA)	(Noon, 18th)	See Special Advertisement.
YOKOHAMA VIA NA-	(F. J. Cole, R.N.R.)	August	(Passing through the Inland Sea.) Freight or Passage.
GASAKI & KOBE	(C. C. Talbot, R.N.R.)	August	
LONDON	(J. W. Gordon, R.N.R.)	(September)	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EU. PE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900

"EMPERESS OF INDIA" Comdr. G. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900

"EMPERESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 18th July, 1900. [9]

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	Tuesday, 7th Aug., at Noon.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 10th Aug., at Daylight.
HIROSHIMA MARU S. Yoshizawa	MOJI, KOBE and YOKOHAMA	Tuesday, 14th Aug., at Daylight.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 24th Aug., at Daylight.
KASUGA MARU E. Wilson Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	Friday, 24th Aug., at 4 P.M.
FUTABA MARU J. Thom	NAGASAKI, KOBE and YOKOHAMA	Saturday, 25th Aug., at Noon.
RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	Monday, 27th Aug., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th August, 1900. [12]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
* VICTORIA	3,502	J. Panten	Aug. 7	MONSHIRE	2,874	J. Kennedy	Aug. 8
QUEEN ADELAIDE	2,832	F. McNair	Aug. 18	BRAEMAR	3,601	W. Watt	Aug. 25
OLYMPIA	2,837	S. Truebridge	Sept. 1	AROVLY	2,907	W. S. Thomson	Sept. 20
GLENTOLE	3,750	W. Frakes	Sept. 11	MONSHIRE	2,872	J. Kennedy	Oct. 20

\* Calling at Amoy and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, \$23.

VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Amoy, Shanghai, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at Noon.  
Cortic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.  
GABIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,

Acting Agent,

Hongkong, 6th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship

"SHANTUNG,"

Captain Quill, will be despatched as above

TO MORROW, the 8th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Bartlett, will be despatched as above

TO MORROW, the 8th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th August, 1900.

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(Rob. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Capt. Peterson, will be despatched for the above

port TO-MORROW, the 8th inst.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 1st August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on

FRIDAY, the 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th July, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE,"

will be despatched for the above port on or

about the 20th August, and will be followed by

the Steamship

"MARIA DE LARRINAGA."

For Freight, apply to

DODWELL & CO. LD.,

Agents.

Hongkong, 4th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

will be despatched as above on

TUESDAY, the 4th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th July, 1900.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SVATOV, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the

above ports, on SUNDAY, the 12th August,

at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 6th August, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE-FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN,

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIO-DE-JANEIRO.

ON MONDAY, the 13th August, 1900,

at 1 P.M., the Company's Steamship

"ANNAM," Captain Poyfiet, with Mail,

Passengers, Specie and Cargo, will leave this

port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with

the s.s. *Australien*, which vessel takes on her

Passengers and Mails, leaving that port on the

25th August direct to Suez, Port Said and

Marseilles.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 12th

August. (Parcels are not to be sent on board;

they must be left at the Agency's Office.) Con-

tents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 31st July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above

on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th July, 1900.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"MALTA,"

Captain F. J. Cole, R.N., carrying Her

Majesty's Mails, will be despatched from this

port for Bombay on SATURDAY, the 18th August,

1900, at Noon, taking passengers and cargo for

the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transshipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 6th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above

on MONDAY, the 20th August.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provisions

during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the Eastern and

Australian Steamship Company and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on MON-

DAY, the 20th August, at Noon.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provisions

during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the Eastern and

Australian Steamship Company and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ZEPHYRUS,"

will be despatched as above on TUESDAY, the

21st August.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th July, 1900.

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander G. D. Bowles, R.N.,

4,425 Tons Gross Register,

Will be despatched at Daylight on Wednesday,

15th AUGUST, 1900.

For VICTORIA AND VANCOUVER, B.C.,

VIA AMOY, POOCHOW, SHANGHAI,

MOJI, KOBÉ AND YOKOHAMA.

The Vessel has excellent accommodation for

1st and 2nd Saloon Passengers.

Through Passage Tickets issued to all points.

Through Bills of Lading issued to Pacific

Coast, Canada and the United States.

For information as to rates of Freight and

Passage, &c., apply to

D. E. BROWN,

General Agent.

Hongkong, 21st July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on

WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the

## POST OFFICE NOTICES.

The Prinz Heinrich, with the German mail of the 9th July, left Singapore on Friday, the 3rd inst., at 7 a.m., and may be expected here to-day.

The Nippon Maru, with the American mail of the 10th July, left Yokohama on Monday, the 30th ultimo, at daylight, and may be expected here to-day.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Bangkok, Amoy and Taiwan.	P. C. C. Clao	Tuesday, 7th, 9.00 A.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Victoria	Tuesday, 7th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.	Doric	Tuesday, 7th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Manila, Fochow.	Loongang	Tuesday, 7th, 4.00 P.M.
Manila, Fochow and Portland (Or.)	Chongha	Tuesday, 7th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).	Empress of China	Wednesday, 8th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Swatow, Amoy and Fochow.	Haiten	Wednesday, 8th, 4.00 P.M.
Yokohama and Kobe.	Shantung	Wednesday, 8th, 4.00 P.M.
Manila.	Diamond	Wednesday, 8th, 4.00 P.M.
Shanghai, Kobe, Yokohama, San Diego and San Francisco.	Carlisle City	Thursday, 9th, 9.00 A.M.
EUROPE, &c. India via Taticorin.	Kowig Albert	Thursday, 9th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Samahui and Wuchow.	Wachow	Friday, 10th, 4.00 P.M.
EUROPE, &c. India via Taticorin.	Annam	Monday, 13th, 4.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Samahui and Wuchow.	Samahui	Monday, 13th, 4.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.	Chongha	Wednesday, 15th, 3.00 P.M.
EUROPE, &c. India via Taticorin.	Mulla	Saturday, 18th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		

## TO-DAY.

Sale, Tobacco and Condensed Milk, Sales Rooms, Messrs. Hughes and Hough, 11.30 a.m.

Meeting of Shareholders of the Hongkong, Canton and Macao Steamboat Co., 18, Bank Buildings, noon.

TO-MORROW.

Sale, Property, Sales Rooms, Messrs. Hughes and Hough, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

MONDAY, 5th August.

## EXCHANGE.

ON LONDON.	2.04
Telegraphic Transfer	2.04
Bank Bills, on demand	2.04
Bank Bills, at 30 days sight	2.04
Bank Bills, at 60 days sight	2.04
Credit, at 3 months sight	2.04
Documentary Bills, 4 months sight	2.04
ON GERMANY.	2.53
Bank Bills, on demand	2.53
Credit, 4 months sight	2.53
ON NEW YORK.	49
Bank Bills, on demand	49
Credit, 60 days sight	50
ON CALCUTTA.	151
Telegraphic Transfer	151
Bank, on demand	151
ON SHANGHAI.	71
Bank, at sight	71
Private, 30 days sight	72
ON MANILA.	11 p.m.
On demand	23 p.m.
ON SINGAPORE.	4 p.m.
On demand	121
ON BATAVIA.	51 p.m.
On demand	3 p.m.
ON SAIGON.	80
On demand	52.50
ON BANGKOK.	27 1/2
On demand	
SOVEREIGNS, Bank's Buying Rate	
GOLD LEAF, 100 fine, per tael	
BAR SILVER, per oz.	

## OPIUM.

Quotations are—	Allow 10 net to 1 catty.
Malwa Old	8880 to 8890 per picul.
Malwa New	8900 to 8910
Malwa Older	8880 to 8890
P. P. per wrapped	8870 to
Persian fine quality	8910 to
Persian extra fine	8920 to
Persian New	8930 to
Persian Old	8920 to
Benares New	8930 to
Benares Old	8920 to

## VESSELS EXPECTED.

**THE GERMAN MAIL.**

The N. D. L. steamer *Prinz Heinrich*, carrying the German Mails with dates from Berlin of the 9th July, left Singapore on Friday, the 3rd inst., and may be expected here to-day.

The N. D. L. steamer *König Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 20th inst., and may be expected here to-morrow.

**THE AMERICAN MAIL.**

The N. Y. K. steamer *Nippon Maru*, with mails, &c., left Shanghai for this port on Sunday, the 5th inst., at daylight.

The P. M. steamer *City of Rio de Janeiro* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th ult.

**THE CANADIAN MAIL.**

The C. P. R. steamer *Empress of India* left Vancouver for Hongkong via usual ports of call on Monday, the 30th July.

**AGRICULTURAL STEAMERS.**

The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th ult.

The N. P. steamer *Brachmar* sailed from Portland, Oregon, on the 24th ult. for Japan and Hongkong.

The E. & A. steamer *Airline*, from Sydney, left Port Darwin for Timor, Manila and Hongkong on the 23rd ult.

The Siaman Liner *Albena* left Shanghai on the 31st ult. via Fochow and Amoy, and is expected here on the 7th inst.

The H. A. L. steamer *Silesia* left Moji on the 1st inst., via Shanghai and Fochow, and is expected here on the 9th inst.

The N. Y. K. steamer *Yokohama Maru* (Europe Line) left Kobe via Moji for this port on the 1st inst., and is expected to arrive here on the 8th inst.

The P. & O. steamer *Shanghai* left Singapore for this port on the 3rd inst., at 3 p.m.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 4th inst., and is expected to arrive here on the 10th inst.

**PASSED THE CANAL.**

OUTWARD.—3rd July.—*China, Nagasaki, Meuzer, Larina, 6th July—Anapa, Kirkdale, Emma, 10th July—Carmarthenshire, Marburg, 13th July—Belvedere, Bergenhus, Hector, Odessa, Kanchi Maru, Rokeby, 17th July—Shanghai, Prinz Heinrich, Yarra, 20th July—Leon, Drummond, 24th July—Antaria, Mogul, Radnorshire, Swanton, Benlrig, Singapore, Yavolante, 27th June—Machon, Bing Maru, Malacca, Lady Joyce, Bee, 31st July—India, Preussen, Morven, 3rd August—Ching Wo, Kaison, Kora, Salazie, Marquis Paquehem, Tamba Maru, Otinpo.*

HOMeward.—20th July.—*Silesia, Diomed, 24th July—Oldenbourg, Socotra, 31st July—Antenor, Inaba Maru, 3rd August—Alcinous.*

**PASSENGERS.**

ARRIVED.

Per *Devaconge*, from Bangkok, Mr. and the Misses Skeel.

Per *Bormida*, from Bombay, Mr. and Mrs. Numburch and 230 Chinese.

Per *Nankin*, from Bombay for Taku, Capt. E. B. C. Bodman, Lieut. F. H. Goldthorpe, Capt. W. B. Turnbull, Staff Sergeant and Sergeant, Sergeant T. H. Goodman and Sergeant J. G. Davis and 111 Chinese Corps.

Per *Keweenaw*, from London, Mr. and Mrs. G. Russell, J. C. Hendry, Mr. and Mrs. Snow, Misses Snow (2), Mr. and Mrs. Davies and child, Messrs. J. E. Hancock, C. T. Brown, and J. P. Epping.

**MITSUI BUSSAN KAISHA**  
No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office—Tokyo.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

**AGENCIES:—**

Milke Coal Mines,  
Kanada Coal Mines,  
Hokoku Coal Mines,  
Yoshitani Coal Mines,  
Onomura Coal Mines,  
No. 1, Otsuji Coal Mines,  
Ichimura Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yanano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kumagataki Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills.

**MITSUI BUSSAN KAISHA.**  
M. FUJINE, Manager.  
Hongkong, 19th August, 1899.

**R. J. REMEDIOS.**  
No. 37, ELGIN STREET, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.  
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.  
**AGENTS WANTED.**  
15 to 25 per cent Discount Allowed. [1893]

## JOINT STOCK SHARES.

HONGKONG, 6th August.

STOCKS.	No. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong and Shanghai Banking Corporation	80,000	\$125 \$125	30 div. & 10 bonus at 1/114d. = \$23.63 for 2nd half year '99	\$62 1/2 p. ct. pr. = \$502
Bank of China & Japan, Ltd.	109,875	28 21	None	21
Do. Deferred	1,250	21 21	None	43. 5s.
National Bank of China, Ltd.	10,970 A	410 28	2/8 for 1899	\$27
Do. Founders' Shares	29,035 B	410 28	2/8 at 1/17 = \$130 for 1899	\$27, buyers
Do. Founders' Shares	750 Iders.	41 41	None	\$20
<b>MARINE INSURANCES.</b>				
Union Ins. Society, Ltd.	10,000	\$250	36 p. ct. = \$18 for 1899	\$202 1/2, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	10 p. ct. for 1899, and 30 p. ct. for 1900	\$58, sellers
North China Ins. Co., Ltd.	5,000	\$100	22 1/2 in all for 1898	Tls. 16s, sellers
Yangtze Ins. Assoc., Ltd.	9,000	\$100	\$6 = 10 p. ct. for 1897	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$6 = 10 p. ct. for 1898	\$132 1/2, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$20 5 p. cent. for 1895	\$1.
<b>FIRE INSURANCES.</b>				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$27 for 1899	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20 for 1898	\$79, sellers
<b>SHIPPING.</b>				
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$1.20 for half year ended 31-12-99	\$801, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$70
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50 20 p. cent. for 1899	\$65, old sellers
Do. do.	14,000	\$50	10 p. ct. old Capital	\$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50 12 p. cent. for year ending 30-9-99	\$40, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	Final of 3 p. ct. = 6 p. ct. for 1899 on profits	\$11, buyers
Do. Ordinary	20,000	\$10	10 p. ct. & bonus of 2 p. ct. on Grd. account '99	\$10, buyers
Do. do.	10,000	\$10	\$1.05 = 12 p. ct. for year ended 30-9-99	\$14, buyers
Star Ferry Co., Limited	10,000	\$10	Int. of 5 p. cent. on account of 1900	\$200, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	
<b>REFINERIES.</b>				
China Sugar Refining Company, Limited	20,000	\$100	Final of \$5 = \$7 for '00 taken out of Equalized Fund	\$115, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$3 for 1897	\$30
<b>MINING.</b>				
Panjo Mining Co., Ltd.	90,000	\$8	None	\$41
Do. Preference	30,000	\$1	\$1	\$1
Société Fran. des Charbonnages du Tonkin	10,000	\$250	None	\$250, sellers
Queens Mines, Limited	400,000	25 cts.	None	15 cts, sellers
Jekhu Mining and Trading Company, Ltd.	45,000	\$5	5 p. ct. half year end 31-12-99	\$81, sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	1 s. 10 p. ct. 10th div. on 7-7-00	\$58, sellers
Oliver's Freehold Mines, Limited	A 15,000	\$5	None	\$3
B 45,000	\$5	\$4	None	\$24, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	None	15 cts, sales & sellers
Do. Preference	70,000	\$1	First year	40 cts
<b>DOCKS, WHARVES, &amp;c.</b>				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125 5 p. ct. & 12 p. ct. bonus for year ended 31-12-99	\$12 p. ct. pr. = \$765, sellers
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50 10 p. ct. for 1899	\$80, buyers, old
Wharf and G. Co., Ltd.	2,000	\$100	\$100 22 p. cent. for 1899	\$37, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	\$21, sellers
New Amoy Dock Co., Ltd.	0,000	\$63	\$63	
<b>LANDS, HOTELS &amp; BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100 Int. \$3 on account 1900	\$155, ex div.
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50 \$11 for 1899	\$254, sellers
West Point Building Company, Limited	12,500	\$50	\$50 Int. \$1.50 on acct. 1900	\$46, ex div., buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50 10 p. ct. for half year ended 31-12-99	\$125, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10 5 p. cent. for 1899	\$10, sales
<b>COTTON MILLS.</b>				
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100 9 1/2 p. ct. for period ending 31-10-99	Tls. 50
International Cotton Spinning and Weaving Co., Ltd.	10,000	Tls100	Tls100 3 p. ct. on account '98	Tls. 50
Loon Kung Cotton Spinning Co., Ltd.	8,000	Tls100	Tls100 4 p. ct. on account '98	Tls. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls500	Tls500 4 p. ct. for period ending 31-12-97	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	7,500	Tls100	Tls100 None	Tls. 40
Weav. & Dy. Co., Ltd.	12,000	\$100	\$100	\$20, sales
<b>MISCELLANEOUS.</b>				
Green Island Cement Co., Ltd.	50,000	\$10	\$10 10 p. c. for 1900 on Capt.	\$201, sales
China Borneo Co., Ltd.	7,500	\$20	\$20 None	\$30
A. S. Watson & Co., Ltd.	60,000	\$10	\$10 11 p. ct. for '99	\$101, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10 70 cts per share	\$104, sales
Hongkong and China Gas Company, Limited	7,000	\$10	\$10 0 p. ct. for 1899	\$118
Hongkong Re P. M. Co., Ltd.	10,000	\$50	\$50 15 p. cent. for 1899	\$160, sellers
Geo. Fawcett & Co., Ltd.	6,000	\$25	\$25 Int. \$2 p. s. on acct. 1900	\$163, ex div.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25 \$12 for year ended 31-12-99	\$170, buyers
Hongkong High Level Tunnage Co., Ltd.	1,250	\$100	\$100 0 p. ct. for 1899	\$8
Daily News Co., Ltd.	10,000	\$71	\$71 31 p. ct. for 1899	\$84
Cumtichal & Co., Ltd.	2,000	\$25	\$25 12 p. cent. for 1899	\$20, buyers
Hk. & China Bakery Co., Ltd.	600	\$50	\$50 15 p. cent. for 1899	\$50
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10 12 p. cent. for 1899	\$12, sellers
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1 75 cts per share for year ended 31-12-99	\$20, ex div., sellers
United Asbestos Oriental Agency, Limited	100 shares.	\$10	\$10	\$5, sellers
Tehran Planting Co., Ltd.	10,000	\$5	\$5 None	\$3
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20 80 cts for period ending 31-12-99	\$0.80, sellers
Watkins, Limited	1,000,000	\$10	\$10 10 p. cent. for 1899	\$10
Universal Trading Co., Ltd.	50,000	\$10	\$10 None	\$5, buyers

## PEERLESS SCOTS WHISKIES.

**HAIG & HAIG, LD., DISTILLERS SINCE 1670.**

3 Star, Special—The finest of all "Peg" WHISKIES at \$13.00

5 Star, Special—Exquisite, best in the World for Club or Private use at \$19.00

Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured. Once tried, preferred to all others. Sole Agents for Hongkong.

**F. BLACKHEAD & Co.**

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## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 3rd AUGUST, P.M.

STATION.	Hour.	Bar.	Therm.	Humidity.	Wind.	Weather.
V'divstock	2 p.	29.63	88	—	sw 2	f
Tokyo	"	29.82	—	—	s 0	f
Kobe	"	29.83	—	—	s 2	f
Nagasaki	"	29.79	—	—	w 4	f
Kagoshima	"	29.83	—	—	sw 4	f
Tsushima	"	29.78	—	—	sw 2	f
Taipei	1 p.	29.76	—	—	sw 2	f
Taiwan	"	29.76	—	—	sw 4	f
Koshun	"	29.81	—	—	sw 4	f
Pescadore	"	29.81	—	—	sw 2	f
Gutierrez	2 p.	29.78	85	88	sw 5	ev
Sharp Peak	"	29.71	86	90	sw 3	o
Amoy	"	29.74	89	90	sw 3	o
Swatow	"	29.73	88	90	sw 3	o
Sancti	"	29.68	90	92	sw 3	o
Hongkong	4 p.	29.71	88	92	sw 1	o
Victoria Peak	"	29.72	—	—	sw 1	o
Gap Rock	"	29.72	—	—	sw 1	o
Macao	"	29.71	90	—	sw 1	o
Haiphong	1 p.	29.73	90	91	sw 1	o
Manila	4 p.	29.73	90	91	sw 1	o
Batavia	3 p.	29.73	87	—	sw 1	o
Bacolod	"	29.73	87	—	sw 1	o
Cebu	"	29.74	88	—	sw 4	o
C. S. James	"	29.74	88	—	sw 4	o

On the 4th at 11.55 a.m. The barometer has risen slightly on the China coast, fallen in the extreme North. Pressure is highest in the Pacific, and lowest in the North Atlantic. A depression over the N. part of the Sea of Japan, Oradeine slight for S.E. winds on the China coast. Forecast—light for S.E. winds; fair.

## HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.73	29.85	29.78
Temperature	86	87	80
Humidity	72	70	72
Direction of wind	SE	E	E
Force	1	1	2
Weather	—	U	—
Rain	—	—	—

Highest open air temperature on the 5th 85.  
Lowest open air temperature on the 5th 76.